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basic imagery interpretation report

Activity at Severodvinsk Shipyard Complex,

25X1

STRATEGIC WEAPONS INDUSTRIAL FACILITIES
BE: Various
USSR

Top Secret

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RCA-09/0031/82

NOVEMBER 1982

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List of Acronyms and Abbreviations

This list in its entirety is UNCLASSIFIED

A	Alfa-class SSN
C-I/-II	Charlie I/II-class SSGN
D-I/-II/-III	Delta I/II/III-class SSBN
DDG	Guided-missile destroyer
ECM	Electronics countermeasures
E-II	Echo II-class SSGN
F	Foxtrot SS
FF	Frigate
FFG	Guided-missile frigate
G-V	Golf V-class SSB
J	Juliett-class SSG
LCM	Mechanized landing craft
N	November-class SSN
nm	Nautical mile(s)
NMTC	Naval missile test center
NPIC	National Photographic Interpretation Center
NSSSF	Nuclear Submarine Special Support Facility
O	Oscar-class SSGN
P	Papa-class SSGN
PG	Patrol escort
PGG	Guided missile patrol combatant
R	Romeo-class SS
RP	Reporting position
RSB	Rectangular support barge
SALT	Strategic Arms Limitation Treaty
SLBM	Submarine-launched ballistic missile
SS	Attack submarine
SSAN	Nuclear-powered auxiliary submarine
SSB	Ballistic missile submarine
SSBN	Nuclear-powered ballistic missile submarine
SSG	Cruise-missile attack submarine
SSGN	Nuclear-powered cruise-missile attack submarine
SSN	Nuclear-powered attack submarine
T	Tango-class SS
TY	Typhoon SSBN
VLF	Very low frequency
V-III	Victor III-class SSN
W	Whiskey-class SS
Y	Yankee-class SSN
Y-I/-II	Yankee I/II-class SSBN
YFD	Floating drydock
YFDM	Medium floating drydock
YGTN	Floating target barge
YD	Floating crane
YE	Ammuniton lighter
YR	Floating workshop
YRD	Auxiliary repair dock
YRRN	Radiological repair barge
Z	Zulu-class SS

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INSTALLATION OR ACTIVITY NAME					COUNTRY
Activity at Severodvinsk Shipyard Complex					UR
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
NA	See below	See below	See below	See below	See below

MAP REFERENCE

SAC. USATC, Series 200, Sheet 0092-22, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
	NA

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Installation Name	Geographic Coordinates	BE No	Category	COMIREX No	NIETB No
Severodvinsk Shipyard 402					
Severodvinsk Shipyard Yagry Island					
Severodvinsk Nuclear Submarine Special Support Facility					
Severodvinsk Naval Base West					

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ABSTRACT

1. (S/WN) This report describes significant activity observed at the Severodvinsk Shipyard Complex, USSR, from [redacted] the information cutoff date of this report. All usable satellite imagery of the complex acquired during this period was used in the preparation of this report.

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2. (S/WN) Significant events that have occurred at this complex since the previous activity report include the second drydocking of the Typhoon SSBN; the early phase of launch preparations for Typhoon SSBN unit 2; the launching, fitting-out, and initial sea trials of D-III SSBN unit 14; the return of the Oscar SSGN; the completion of dismantlement of Y-class SSN unit 8; and the beginning of dismantlement of an additional Y-I SSBN.

3. (S/WN) This report contains a layout of the Severodvinsk Shipyard Complex, 21 annotated photographs, and a table of submarine activity. The layout of the complex shows the major structures and reporting positions, and the table outlines the movement of all submarines at the complex, with the exception of the inactive units at Naval Base West.

BASIC DESCRIPTION

4. (S/WN) The Severodvinsk Shipyard Complex (Figure 1) comprises four installations—Shipyard 402, Shipyard Yagry Island, the NSSSF, and Naval Base West. RPs used throughout this report and the submarine movements shown in the table are keyed to Figure 1. (Continued p. 5)

[redacted]

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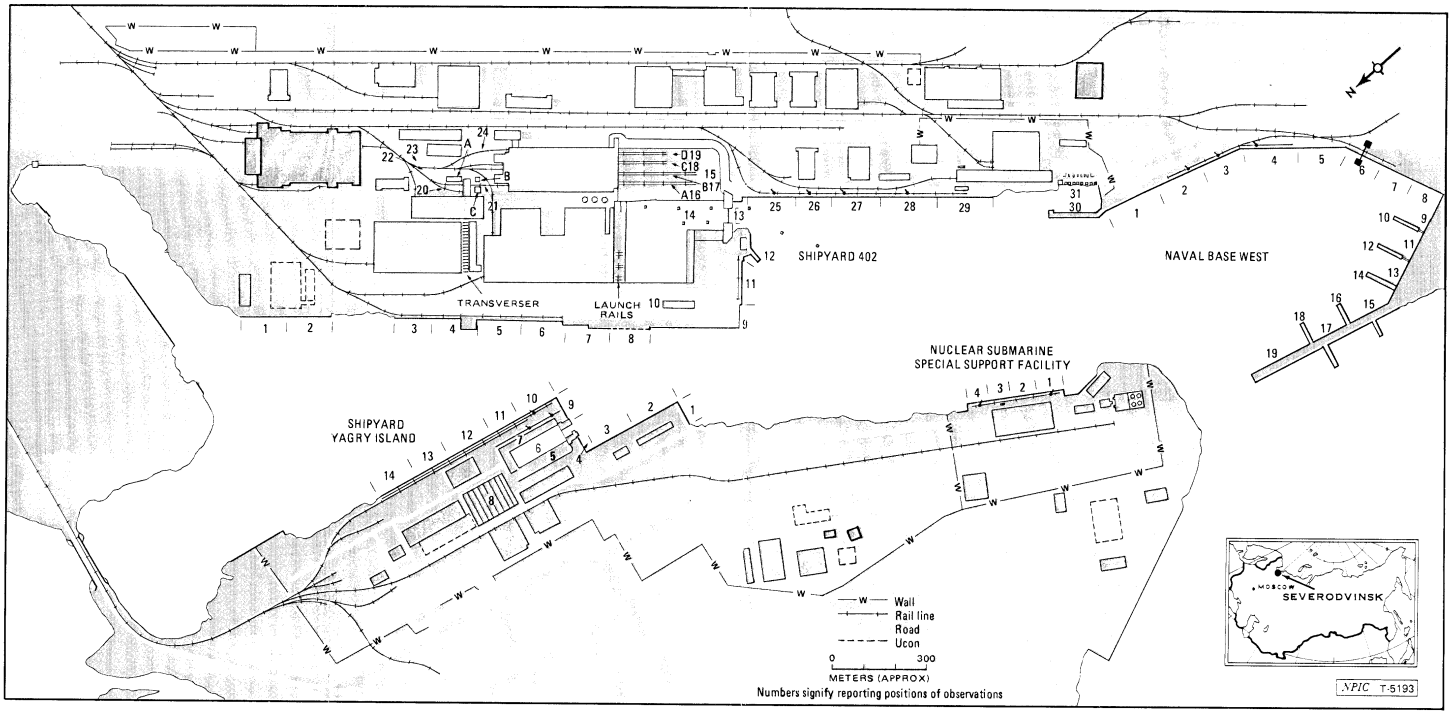

FIGURE 1. LAYOUT OF SEVERODVINSK SHIPYARD COMPLEX, USSR

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Table 1.
Submarine Activity, _____ **(Items keyed to Figure 1)** 25X1
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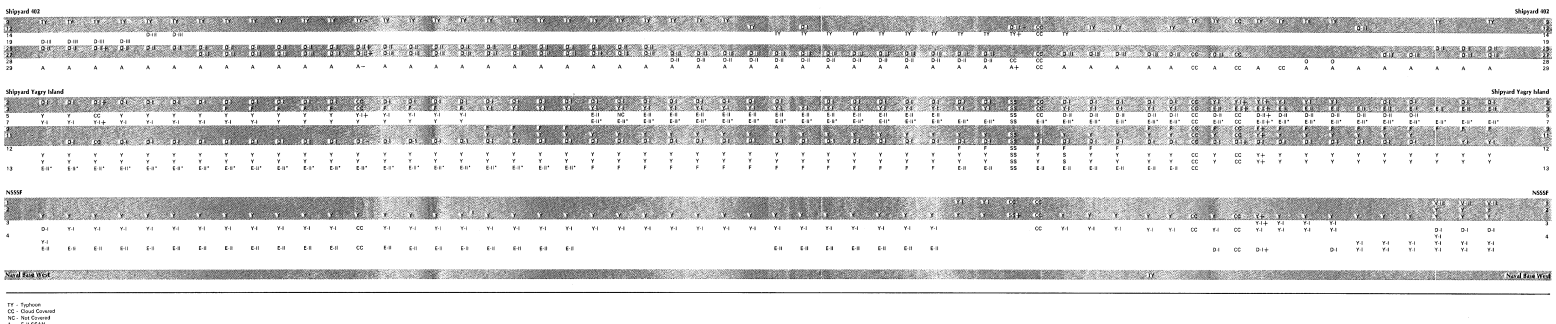


TY - Typhoon
CC - Cloud Covered
NC - Not Covered
* - E II SSAN
+ - Prob
– - Poss
SS - Unid Submarine

RCA-09/0031/82 25X1

Shipyard 402

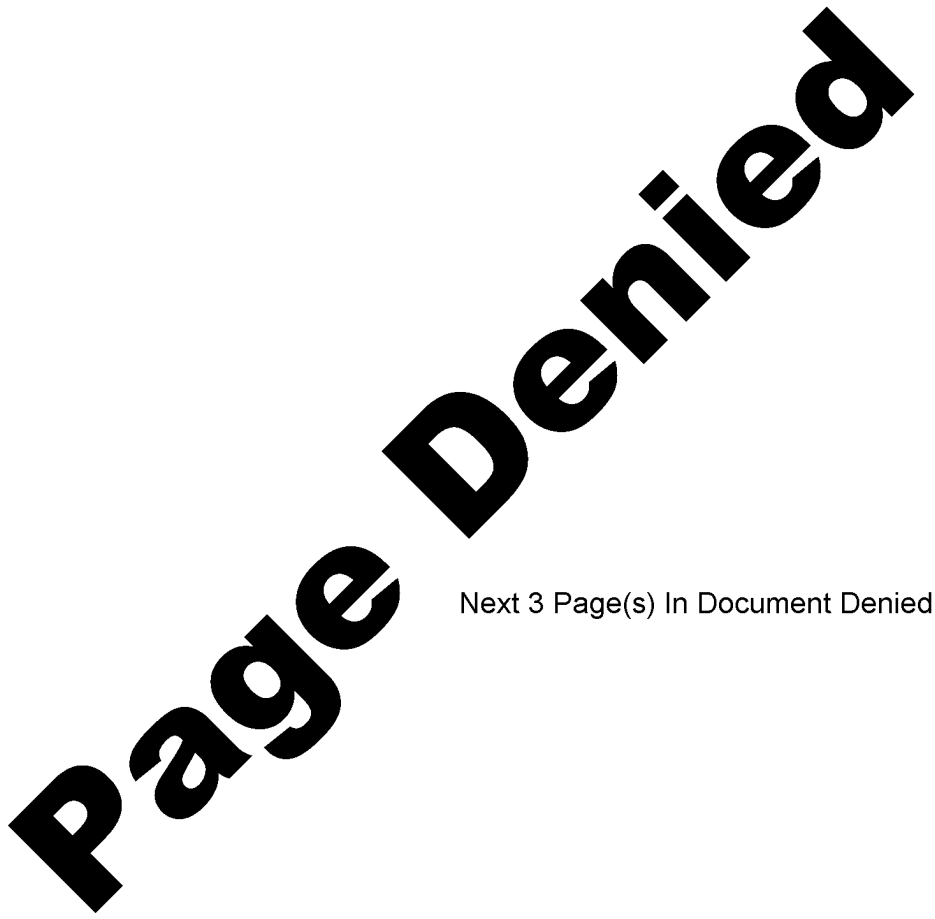
Typhoon-Series Activity

5. (S/WN) By [redacted] the Typhoon SSBN had returned to its fitting-out quay at RP 9 25X1
after the first at-sea launch of the SS-NX-20 SLBM on [redacted] three 25X1
SS-NX-20 demiballast cans were removed from the submarine, and a personnel work platform was being lowered into the number 2 starboard missile tube. Missile tube maintenance continued through at least [redacted] when all 20 of the demiballast cans (Figure 2) had been removed. On [redacted] 25X1
[redacted] steam was being vented from the starboard side of the hull below the forward missile 25X1
tubes. Between [redacted] the external passageway connecting the top of the sail and the 25X1
port side of the hull (Figure 2) was emplaced. By [redacted] keel blocks had been placed down the 25X1
centerline of the launch dock (Figure 2) in preparation for returning the Typhoon SSBN to the launch dock. On [redacted] the launch dock was in the center of the launch basin (Figure 3). 25X1
By [redacted] the launch dock had been removed from the basin and flooded down, and the 25X1
Typhoon SSBN had been positioned inside the well (Figure 4).

6. (TSR) [redacted] the launch dock (with the Typhoon SSBN in its well) had been raised 25X1
and was being maneuvered through the gateworks of the launch basin (Figure 5). Analysis of enhanced imagery of [redacted] (inset, Figure 5) revealed that the Typhoon does not have the 25X1
unique double-hogner stern configuration seen on the Oscar and Papa SSGNs. Additionally, no stern planes or propellers could be identified. An unidentified vertical object extended from the floor of the dock to directly underneath the beaver tail. This object extended approximately [redacted] 25X1
meters beyond the trailing edge of the upper rudder and was [redacted] high. While the possibil- 25X1
ity exists that this vertical object is a lower rudder (it was observed swung to the starboard side of the submarine on [redacted] Figure 6), the object may be a vertical support structure, which is an 25X1
extension of the keel block arrangement. Although the caisson sections normally used to obscure the view of the lower portion of a submarine inside the launch dock were not installed until [redacted] 25X1
[redacted] unidentified objects were positioned on either side of the beaver tail (inset, Figure 5) which 25X1
effectively concealed that area of the submarine from view.

7. (S/WN) The Typhoon SSBN remained underneath the arched-roof panels inside the launch dock (Figure 6), and work was ongoing on the stern portion of the submarine, in various missile tubes, and on the sail through at least [redacted] the Typhoon had been removed 25X1
from the launch dock and was undergoing deperming at the calibration pier. The Typhoon was oriented on a westerly heading and continued deperming through [redacted] By 0950Z on [redacted] 25X1
the Typhoon had been repositioned at the SLBM loading facility at Naval Base West for SS-NX-20 compatibility/loading operations (Figure 7). Three 19-meter, SS-NX-20-associated railcars were next to the SLBM loading facility. One was outside the perimeter fence and two were near the SLBM erector. By 1721Z on [redacted] the hoisting mechanism of the handling crane had been 25X1
positioned over the missile bay of the submarine. The block and tackle had been lowered over the open door of the starboard missile tube immediately forward of the sail, and the 19-meter railcar outside the perimeter fence at 0950Z had probably been moved inside the fenced area (Figure 8). No actual missile loading was observed, and by [redacted] the Typhoon was again at the 25X1
calibration pier at Shipyard 402 for additional deperming and was oriented on a southerly heading (Figure 9). On [redacted] all 20 demiballast cans were on the quay at RP 9. By [redacted] the Typhoon 25X1
had been repositioned at its fitting-out quay, and by [redacted] 18 of the 20 demiballast cans had 25X1
been loaded aboard the submarine.

(Continued p. 10)



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8. (S/WN) The Typhoon SSBN remained at the fitting-out quay at RP 9 through at least [ ] 25X1
[ ] and by [ ] the Typhoon had departed the complex for an additional at-sea period. By 25X1
[ ] the Typhoon had returned to RP 9, and two 19-meter, SS-NX-20-associated railcars were 25X1
at the SLBM loading facility at Naval Base West (only one 19-meter railcar was at the facility
between [ ] the Typhoon had again departed the complex, a third SS-NX- 25X1
20 demiballast can was on the quay, and only one 19-meter railcar was at the SLBM loading
facility. On [ ] an SS-NX-20 SLBM was launched from the Typhoon SSBN in the White Sea.[2] 25X1
The presence of the Typhoon on [ ] along with the arrival of an additional 19-meter railcar 25X1
and the addition of a demiballast can on [ ] indicates that between [ ] the 25X1
Typhoon was probably loaded with a missile for the [ ] launch. The [ ] operation with 25X1
the Typhoon at the SLBM loading facility was for compatibility testing or possibly for loading-crew
training. The loading of the demiballast cans between [ ] probably further 25X1
indicates that a missile was not loaded on [ ] since the normal procedure is to load ballast 25X1
cans first and then load missiles. By [ ] the Typhoon SSBN had returned to its fitting-out 25X1
quay at RP 9.

9. (S/WN) Preliminary launch preparations from buildingway 3 of construction hall 3 were
observed on [ ] The launch dock, which is normally berthed in front of launch rail 1, 25X1
was repositioned in front of launch rail 3, and bridging rails were positioned over the cradle
trough between the launch dock and the doors to construction hall 3 (Figure 10). Additionally,
two probable dollies that will be used to transfer flotation devices for a weighted test of the
launch rail system from the construction hall to the launch dock were on the launch rails.
Between [ ] the launch dock had been returned to its normal berthing position in 25X1
front of launch rail 1.[1] The bridging rails, probable dollies, and the launch dock support cradles
remained in front of launch rail 3. While the launch of Typhoon SSBN unit 2 is expected later this
year, additional launch preparations will be required before the launch can occur. Additionally,
the arched-roof panels and keel blocks used in the drydocking of Typhoon SSBN unit 1 (Figure
10) must be cleared from the well of the dock before a launch takes place.

10. (S/WN) Numerous pieces of submarine components and plating which are probably
related to the Typhoon SSBN construction program were observed throughout the reporting
period. Possible pressure hull sections were on the staging platforms behind construction hall 3 in
early January and February. Mensuration of these sections was not possible. Two pressure hull
sections were on the platforms on [ ] (Figure 11). One pressure hull section was [ ] 25X1
in diameter; mensuration of the second section was not possible. On [ ] four probable 25X1
missile tube end caps were on the rail line south of the launch basin, and on [ ] 25X1
meter bulkhead was behind construction hall 3. An unidentified cylinder was on a special-
purpose railcar near the old fabrication shed on [ ] (Figure 12). The cylinder resembled a 25X1
large cable spool and was [ ] in diameter at the center and [ ] in diameter at the 25X1
edge. The cylinder's size and location within the shipyard indicate that it is probably related to
submarine construction. On [ ] a missile tube support structure (formerly referred to as a 25X1
possible missile bay internal-deck-level subassembly) was on the rail line leading into fabrication
building 1. On [ ] three missile tube support structures (two shown on Figure 13) were in 25X1
the pressure hull staging area behind construction hall 1, and a two-hole plate associated with the
Typhoon SSBN was on the rail line next to construction hall 1. On [ ] a missile tube support 25X1
structure was on the rail line south of the launch basin (Figure 14). An apparent staging of these
missile tube support structures occurred (high count of seven seen) approximately 4 months prior
to the launch of the first Typhoon SSBN in September 1980;[3] the structures were moved shortly
after the launch of the Typhoon. The observation of the above structures and the launch prepara-
tions in front of launch rail 3 indicate that the launch of Typhoon SSBN unit 2 will occur in the
near future.

(Continued p. 16)

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11. (S/WN) D-III SSBN unit 14 remained on launch rail D through at least [redacted] 25X1
On [redacted] flotation devices were being attached to the sides of the submarine, and on 25X1
[redacted] the submarine was being maneuvered into the deep-water portion of the 25X1
launch basin. By [redacted] D-III SSBN unit 14 had been launched and had been positioned along 25X1
the fitting-out quay at RP 27 (Figure 4) where fitting-out continued through at least [redacted] 25X1
[redacted] a submarine (probably D-III SSBN unit 14) was at the calibration pier for deperming. By [redacted] 25X1
the scaffolding over the sail and the temporary covers over the missile bay (which had been in place since the submarine was rolled out of the construction hall) had been removed as was the temporary scaffolding placed atop the upper rudder between [redacted] After additional 25X1
fitting-out/sea trials workup between [redacted] D-III SSBN unit 14 had departed the 25X1
complex on its initial sea trials by [redacted] a D-III SSBN (probably unit 14) was 25X1
undergoing deperming at the calibration pier; on [redacted] this SSBN was at RP 27 under- 25X1
going maintenance and adjustments. After additional sea trials on [redacted] this D-III SSBN was 25X1
again at the fitting-out quay on [redacted] 25X1

12. (S/WN) No launch preparations related to D-series SSBNs were observed. The flotation device supports and transfer dollies used in the launch of D-III SSBN unit 14 from launch rail D (Figure 15) remained in position throughout the reporting period.

13. (S/WN) Maintenance/repair was continuing on the D-II SSBN that arrived at the ship- yard in early December 1981. Between [redacted] the D-II was placed on the north ledge of 25X1
the ship-lifting basin at Shipyard Yagry Island for hull maintenance and possible reactor work. An RSB was positioned alongside and was connected to the reactor area of the submarine. By [redacted] 25X1
[redacted] all utility connections and the portable scaffolding had been removed, and by [redacted] the 25X1
D-II SSBN had been removed from the basin and repositioned at the main fitting-out quay at Shipyard 402, where maintenance/repair continued.

Other Submarine Activity

14. (S/WN) The Oscar SSGN, operating with the Northern Fleet since late October 1981, was at the main quay on [redacted] (Figure 16). No significant topside activity was observed, 25X1
and by [redacted] the Oscar had departed the complex. 25X1

15. (S/WN) Hull maintenance or possibly the application/repair of the anechoic coating continued on the A SSN in the YFDM at RP 29 (since November 1981) through at least [redacted] By 25X1
[redacted] the A SSN had been removed from the YFDM and positioned outboard of a rectangular 25X1
support barge, where fitting-out continued throughout the remainder of the period (Figure 17). Scaffolding remained around the sail, and the exterior of the hull appeared to have been coated recently.

16. (S/WN) In addition to the probable A SSN pressure hull sections under the staging sheds since the previous activity report,[1] an additional pressure hull section, [redacted] in diameter and 25X1
[redacted] long, has been next to the south staging shed since [redacted] (Figure 17). A domed end 25X1
section, approximately [redacted] in diameter, was on the launch rail on [redacted] the 25X1
domed end section had been launched and was in the side launchway basin. Construction of the additional launch cradle[1] at the east end of the launchway of construction hall 2 was continuing, and no indications of an impending launch from the hall was observed.

17. (S/WN) Between [redacted] the Leningrad submersible was removed from the 25X1
construction hall. The submersible emerged from the construction hall in seven pressure hull

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segments with a combined length of [redacted] When the submersible was placed in the hall for overhaul/repairs/modifications between [redacted] its overall length was approximately [redacted] The specific reason for removing the pressure hull segments from the hall is not clear; however, their removal could be for the launch of a vessel occupying the forward position on buildingway B. 25X1 25X1 25X1

18. (S/WN) Between [redacted] the Spoonbill YRD (associated with the delivery of newly constructed submarines from Gorkiy Shipyard 112, [redacted] was inside the YFDM at the east quay for maintenance/repairs (Figure 11). By [redacted] the YRD had been removed from the YFDM and remained at the east quay. No major structural changes or widening of the well of the YRD was observed. After wintering-over at the east quay, the Blunt Bow YRD (associated with the delivery of V-class SSNs from Leningrad Shipyard Admiralty, [redacted] was repositioned at Naval Base West between [redacted] the stern plane protectors were attached to the sides of the YRD, suggesting the future transit of a submarine via the inland waterway system. 25X1 25X1 25X1 25X1 25X1

Construction

19. (S/WN) Construction continued on the quays adjacent to the powerplant, the fitting-out quay for the Typhoon SSBN, and the numerous fabrication and support buildings throughout the shipyard. Between [redacted] a bridge crane was erected on the east end of the pressure hull staging area. By [redacted] nine arched-roof panels had been installed on the launch dock associated with construction hall 3, and 10 additional panels had been constructed and were ready for installation on the dock (Figures 2—6, 10, 15, and 17). When installed, these 19 panels could span approximately 104 meters of the 195-meter launch dock. Components for additional panel construction were adjacent to construction halls 2 and 3 and on the south side of the launch basin. 25X1 25X1

Shipyard Yagry Island

20. (S/WN) Three D-I SSBNs were in various stages of overhaul and refueling at the shipyard between [redacted] The D-I SSBN that was removed from the repair hall in late-June 1981 departed the complex en route to its Northern Fleet operating base.[1] Overhaul and refueling of the D-I SSBN in the south bay of repair hall 2 since [redacted] were continuing. The D-I SSBN that was removed from the south bay of repair hall 2 in early October 1981 was undergoing post-overhaul fitting-out at RP 2 through at least [redacted] This submarine was at the calibration pier at Shipyard 402 for deperming on [redacted] was underway for three at-sea periods, and will probably depart the complex for its Northern Fleet operating base in the near future. Preliminary overhaul work was continuing throughout the period on the D-I SSBN that arrived at the NSSSF between [redacted] the D-I SSBN was repositioned at the main quay at Shipyard Yagry Island (Figure 18), where scaffolding was placed around the sail and reactor area. By [redacted] the reactor access plate had been removed and the pressure hull penetrated. Between [redacted] the D-I SSBN was repositioned at the NSSSF, where preliminary overhaul work was ongoing in the reactor area and on the missile tubes for the remainder of the period. This submarine will probably be placed inside one of the repair halls when space becomes available. 25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1

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21. (S/WN) Two Y-I SSBNs were in various stages of overhaul and refueling. Overhaul and refueling of the Y-I SSBN in the north bay of repair hall 2 since [redacted] was continuing. Between [redacted] the Y-I SSBN which had been undergoing overhaul and refueling in the north bay of repair hall 1 since [redacted] was removed from the repair hall and positioned on the north ledge of the ship-lifting basin. Between [redacted] the Y-I was removed from the ledge of the basin and underwent post-overhaul fitting-out at the west quay through [redacted] 16 SS-N-6 ballast cans were on the quay adjacent to the submarine, and by [redacted] this submarine had either departed the complex on sea trials or possibly deployed to its Northern Fleet operating base. On [redacted] a Y-I SSBN was under tow in the estuary next to the NSSSF, and on [redacted] it was at RP 11 offloading SS-N-6 ballast cans. It could not be determined if this submarine was the recently overhauled unit or a new arrival intended for overhaul and refueling. 25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1

22. (S/WN) Preliminary overhaul and refueling of the E-II SSGN that arrived at the NSSSF between [redacted] was continuing through [redacted] the E-II had been repositioned on the north ledge of the ship-lifting basin (Figure 18), and between [redacted] it was placed inside the south bay of repair hall 1 for overhaul and refueling. Concurrently with the placement of this E-II SSGN in the repair hall, another E-II SSGN, that had occupied the repair hall since [redacted] was removed from the repair hall and positioned at the main quay. Post-overhaul fitting-out and final refueling of this submarine continued through [redacted] 25X1 25X1 25X1 25X1 25X1

23. (S/WN) An F SS, usually berthed at Naval Base West, was at the shipyard for minor maintenance/upkeep between [redacted] the E-II SSAN (formerly designated 402T) was at RP 13 (Figure 19); no significant topside activity was observed. By [redacted] the submarine had been repositioned on the south ledge of the ship-lifting basin. Portable scaffolding platforms were placed alongside the bow and immediately aft of the sail. Temporary walkways were attached to the sides of the hull near the removed number 1 missile tubes. A canvas cover was over the forward portion of the sail, and canvas was draped on the lower portion of the hull forward of the sail (Figure 18). Although no outer-hull plating was removed, possible deck covering material was removed from an area forward of the sail and in the area of the machinery spaces. Repairs/overhaul/modifications continued for the remainder of the period. 25X1 25X1

24. (S/WN) Dismantled Y-class SSN units 1 and 2 were alongside the main quay throughout the period, with no significant topside activity observed (Figures 18 through 20). Y-class SSN unit 5 (with its detached missile bay directly astern) remained on the north ledge of the ship-lifting basin through at least [redacted] (Figure 20). By [redacted] unit 5 had been placed in the north bay of repair hall 1, and its detached missile bay had been positioned on the open repairway with the transverser carriage aligned with the missile bay. On [redacted] the detached missile bay was no longer observed, and the transverser carriage was aligned with the north bay of repair hall 1 (Figure 19), indicating that the missile bay had been positioned inside the repair hall astern of the submarine. This is the fourth time that Y-class SSN unit 5 has occupied one of the repair halls since its dismantlement was completed on [redacted] however, it is the first time that its detached missile bay has accompanied the submarine into the repair hall. The missile bay from unit 5 is the only missile bay from the eight dismantled Y-class SSNs that has not been completely dismantled. The movement of the missile bay into the repair hall (Figure 20) and the plating-over of the numbers 1 and 8 missile tubes, in addition to the framing-over of the plating, probably indicate that some future use of the missile bay is intended. However, it is not probable that the 25X1 25X1 25X1 25X1

[redacted]   25X1

missile bay will be reinserted into the submarine at this time. Lifting of the missile bay by the cranes inside the repair hall is not feasible, and any movement of the missile bay will most probably continue to be accomplished on dollies. As of [redacted] occupancy of the repair halls was as follows: 25X1

Repair Hall/Position	Occupant	Since
No 1/north bay	Y-class SSN (unit 5 and missile bay)	[redacted] 25X1
No 1/south bay	E-II SSGN	
No 2/north bay	Y-I SSBN	
No 2/south bay	D-I SSBN	

[redacted] 25X1

[redacted] 25X1

25. (S/WN) The dismantlement of Y-class SSN unit 8 was completed between [redacted] when the missile bay had been completely removed and the bow and stern sections of the submarine rejoined. Between [redacted] Y-class SSN unit 8 was removed from the south ledge of the ship-lifting basin and positioned outboard the D-I SSBN at RP 11 (Figure 18). A rectangular shed was over the reactor/machinery compartments, and water was being pumped from the hull. Between [redacted] Y-class SSN unit 8 was positioned outboard Y-class SSN unit 7 at the NSSSF, where no significant activity was observed for the remainder of the period. 25X1 25X1 25X1 25X1

26. (S/WN) Construction in the area west of the shipyard was continuing throughout the period, with the second three-bay fabrication/subassembly building in the late stage of construction. A portal jib crane moved to the construction site north of repair hall 2 indicates that the area will be an open repairway, instead of a covered repair hall. This area, previously reported as the construction site of repair hall 3, will now be reported as the open repairway. Movement of the crane from outside the south wall of the ship-lifting basin (Figures 18 through 20) commenced between [redacted] and was completed between [redacted] 25X1

Nuclear Submarine Special Support Facility

27. (S/WN) Preliminary overhaul and refueling of the Y-I SSBN that arrived at the facility between [redacted] was proceeding at a slow pace throughout the period. By [redacted] scaffolding had been placed around the sail, and by [redacted] scaffolding/work platforms had been positioned around the reactor compartments (Figure 21). Minor work was ongoing in various missile tubes and the VLF buoy well throughout the period. 25X1 25X1

28. (S/WN) Y-class SSN unit 7 remained at the quay throughout the period with no significant activity observed (Figure 21). Concurrently with the departure of D-III SSBN unit 14 from the complex for sea trials between [redacted] a probable Y-I SSBN arrived at the NSSSF. Image interpretability, clouds, and haze precluded the positive identificaton of the submarine and the status of the missile tubes. On [redacted] the submarine was identified as a Y-I SSBN, and all 16 missile tube doors and caps were open (Figure 21) satisfying the initial stage of dismantlement. No additional dismantlement activity was observed for the remainder of the period. When dismantlement is completed, this submarine will be designated Y-class SSN unit 9. 25X1 25X1

29. (S/WN) A modified V-III SSN was at the quay at RP 1 between [redacted] This V-III SSN was modified by the addition of an unidentified structure on the walking deck immediately forward of the sail. The structure, [redacted] long and approximately [redacted] high, has a width that tapers from [redacted] at the bottom to [redacted] at the top.[4] A review of past imagery indicates that the structure was installed on the submarine between late [redacted] Although the function of the structure is not known, its shape and location suggest that it serves a sensor-related rather than a weapons-related function. 25X1 25X1 25X1 25X1

30. (S/WN) During the reporting period, the aft control surface of A SSN unit 1 remained at the area west of the quay, with no activity observed. Unidentified activity was ongoing on the stern section of A SSN unit 1 west of the quay. A gangway was positioned between the quay and the stern section. Security screens on the north side and a tug on the south side of the hull obscure the ground-level view of the stern section. Construction was continuing on the waste treatment plant northwest of the facility, and the plant began partial operations. Dredging operations were ongoing at the northeast end of the facility between [redacted] 25X1

Naval Base West

31. (S/WN) Missile-associated combatants not usually observed at the base during this reporting period included the Typhoon SSBN on [redacted], one Nanuchka III PGG, one modified Tarantul I PGG on [redacted], and one Muna YE on [redacted]. The Nanuchka and Tarantul were

25X1
25X1
25X1

[redacted]

accompanied by a Pauk PG, which was observed departing the complex in the wake of probably the Nanuchka and Tarantul on [redacted] The arrival of an additional target barge on [redacted] indicates that the Nanuchka and Tarantul had probably been transferred to the White Sea for probable missile-firing activity. The Tarantul and Pauk were observed at the Leningrad Fleet Transfer Area Neva River [redacted] 25X1 25X1

32. (S/WN) An SS-NX-20-associated 19-meter railcar (Figure 22) was in the immediate vicinity of the SLBM loading facility throughout the period. No use of the six probable SS-NX-20 missile/canister cradles[1] was observed during the reporting period; however, three of the cradles [redacted] 25X1

were repositioned alongside the erector (Figure 22).

33. (S/WN) No significant activity was observed on the Z-V SSB during the period. Portions of the sail and outer-hull plating were still removed, and the two SS-N-4 missile tubes were still in place.

34. (S/WN) Construction of the second lattice tower was continuing throughout the period. The base section of the tower (Figure 22) had arrived at the loading facility by [redacted] Cables have been attached to the legs of the tower base, indicating that it will be erected in the near future. Improvements to the quays were continuing throughout the reporting period. 25X1

REFERENCES

IMAGERY

(S/WN) All applicable satellite imagery acquired from [redacted] was used in the preparation of this report. The [redacted] imagery provided the most recent, usable coverage and coincides with the information cutoff date of this report. 25X1 25X1

MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0092-22, scale 1:200,000 (UNCLASSIFIED)

DOCUMENTS

1. NPIC. [redacted] RCA-09/0008/82, *Activity at Severodvinsk Shipyard Complex, 1 August–31 December 1981 (S)*, Jun 82 (TOP SECRET [redacted] 25X1 25X1
2. DEFSMAC. 2/DQ/287-82, *Second At-sea SS-NX-20 Launch Conducted from the Southern White Sea to Kamchatka or* [redacted] *(S)*, 291335Z Jun 82 (SECRET/[redacted] 25X1
3. NPIC. [redacted] IAR-0072/81, *Typhoon SSBN Unit 5 Probably in Early Stage of Construction at Severodvinsk Shipyard 402, USSR (S)*, May 81 (TOP SECRET [redacted] 25X1 25X1
4. NPIC. Z-15656/82, *Modified Victor-III SSN, Guba Litsa Submarine Base South, USSR,* [redacted] 2 Jul 82 (SECRET/[redacted] 25X1 25X1

*Extracted information is classified SECRET/[redacted] 25X1

**Extracted information is classified SECRET.

REQUIREMENT

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(S) Comments and queries regarding this report are welcome. They may be directed to [redacted] 25X1
Soviet Strategic Forces Division, Imagery Exploitation Group, NPIC, [redacted] 25X1

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